

Message Text

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ACTION EB-06

INFO OCT-01 EUR-08 ISO-00 DOTE-00 CG-00 SCI-02 SS-15 PM-03

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R 151123Z OCT 74

FM AMEMBASSY LONDON

TO SECSTATE WASHDC 4754

UNCLAS LONDON 13276

FOLLOWINGTELEGRAM SENT ACTION FAA WASHDC, INFO FAA BRUSSELS
10 OCT 74 IS REPEATED FOR YOUR INFORMATION.

QUOTE

E.O. 11652: N/A

TAGS: EAIR, UK

SUBJ: STATUS OF LORAN A OPERATIONAL LIFE IN NORTH
ATLANTIC

REF: A. FAA WASHDC 222046Z JUL 74

1. SUMMARY. CONVERSATION WITH AIR MARSHAL IVOR BROOM,
CONTROLLER NATS, TODAY CENTERED ON STATUS OF LORAN A
OPERATIONAL LIFE IN NORTH ATLANTIC. HE WAS RECENTLY
ADVISED BY STAFFMAN ALLEN WHITE THAT US WAS NOW LOOKING
FOR EXTENSION PAST AGREED-TO DATE OF DEC 77 TO END OF
1979. SINCE HE HAD BEEN CHIEF LOBBYIST IN RAF/CAA
CIRCLES FOR FINANCIAL SUPPORT OF US LORAN A NEED FOR
1977 DATE, HE FELT THAT "HE HAD BEEN ROYALLY CONNED."
END OF SUMMARY.

2. BACKGROUND TO LORAN A NEGOTIATIONS AS UNDERSTOOD BY
CAA ISTHAT NATSPG MEETING IN JUNE RESULTED IN GENERAL
AGREEMENT ON EXTENSION OF LORAN A IN NORTH ATLANTIC UNTIL
DEC 1977, PRIMARILY TO MEET US NEEDS, BOTH MILITARY AND
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CIVIL. THE NATO CHAIN WOULD BE FUNDED ON A BASIS OF US

70 PER CENT, OTHER NATO 30 PER CENT OF WHICH UK'S POSITION WAS 13 PER CENT, HALF OF WHICH WAS RAF (NO OPERATIONAL REQUIREMENT) AND HALF UK CIVIL CARRIER (MODEST OPERATIONAL NEED). A/M BROOM WAS PRINCIPAL PROPONENT IN BOTH HOUSES OF UK AVIATION OF SUPPORT FOR US POSITION AND GAINED THEIR ACQUIESCENCE. IT IS UNDERSTOOD THAT IATA RESERVED ITS POSITION. FAA EXPRESSED ITS PLEASURE FOR CAA HELP IN REF A.

2. RECENT INFORMATION FORWARDED TO CAA REVEALS US HAS NOW CHANGED ITS POSITION AND SEES A NEED FOR THE NORTH ATLANTIC LORAN A SYSTEM TO REMAIN OPERATIONAL UNTIL AT LEAST 1979. IATA SOURCE SAYS WORKING GROUP HAS PUT TOGETHER A POSITION PAPER RECOMMENDING THE SAME APPROACH (1979 AND PERHAPS BEYOND) WHICH IS SUBJECT TO APPROVAL OF THE IATA TECHNICAL COMMITTEE WITHIN TWO WEEKS. LOCAL IATA SOURCE IS UNCERTAIN OF COMMITTEE'S ACTION, BUT FEELS THAT THERE MAY BE A CONFRONTATION BETWEEN EAST SIDE (EUROPEAN CARRIERS) AND WEST SIDE (US CARRIERS). ALSO BELIEVES THIS SAME SPLIT WILL BE REFLECTED IN NOV. ICAO MEETING ON SUBJECT. THE CAA, INCIDENTALLY, ARE ADAMANT ON HOLDING THE NOV. ICAO MEETING.

3. FROM THIS POSITION, GIVEN THE NUANCES WE EXPERIENCE FROM PERSONAL CONTACT WITH CAA DECISION MAKERS, IT APPEARS THAT THE FAA/CAA CLOSE RELATIONSHIP BUILT ON FRANK EXCHANGE, MUTUAL TRUST AND INTEGRITY IS ABOUT TO UNDERGO A PERIOD OF SEVERE STRAIN. RECOGNIZING THAT THERE ARE POWERFUL FORCES OPERATING IN THE FIELD OF US AVIATION ECONOMICS, THE REQUIREMENTS OF THE SHORT TERM SHOULD NOT FAIL TO TAKE INTO ACCOUNT THE NEED FOR THE FAA AND THE CAA TO MAINTAIN COOPERATIVE RELATIONSHIP FOR THE FUTURE. IT IS RECOMMENDED THAT THE FAA SUPPORT A POLICY OF GRASPING NETTLE ON FUNDING OF THE LORAN A SYSTEM AND ASSUME THE BURDEN PROPORTIONATE TO OUR USE. IF IT IS TOTAL, PAY THE TOTAL, BUT DO NOT ATTEMPT TO GAIN SUPPORT FROM THE UK ON THE SAME BASIS WE DID IN JUNE 74. AS A MEASURE OF THE UK VALUATION OF WHAT IT COSTS THEM TO KEEP LORAN A OPERATING IS THE ESTIMATE THAT BRITISH AIRWAYS MUST CARRY 30,000 MORE PASSENGERS EACH YEAR TO PAY FOR THE INCREASED

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USER CHARGES.

4. IN SUMMARY, THE CAA IS DISMAYED BY THE RECENT CHANGE OF POSITION BY THE FAA AND NEED A FORTHRIGHT EXPLANATION; ANYTHING LESS HAS THE POTENTIAL FOR FUTURE DIFFICULTIES.

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